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[a257]

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Kowloon, 8th February, 1912. [1382]

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[23]

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The Daily Press.

HONGKONG, MARCH 20TH, 1912.

APPARENTLY considerable importance attached in certain quarters in America to the occupation by the United States of Palmyra Island in the middle of the Pacific Ocean. The United States cruiser West Virginia visited the island some time last month, and, according to the newspaper account, hoisted the Stars and Stripes on the territory in accordance with instructions issued by the Navy Department at Washington. Reuter, in telegraphing the information at the end of February, stated that the island is claimed by Great Britain. We see that *The Times* printed the information under the heading "British Island Seized." The island of Palmyra lies in the Central Pacific Ocean and is one of the group of the America Islands. The islands were discovered by Captain Cook in 1777, and annexed by Great Britain in 1883, just one hundred years later, in view of the laying of the Pacific cable, of which Fanning Island, another islet of the same group, is a station. Palmyra Island, we learn from an American paper, was recently bought by Judge Cooper, of Honolulu, an American. It is described as of no great value. Its area is not more than 500 acres and it lies very low. It was consequently considered improbable that Great Britain would lay claim to it. On that point we can express no opinion, but the seizure would seem to be of considerable importance from the fact

that it has the appearance of being a reply to a British project on Fanning Island. A Canadian syndicate, backed by British capital, has just completed arrangements for the purchase of Fanning and Washington Islands at a cost of \$350,000 gold. The sale was negotiated by a French priest. Fanning Island, apart from the fact that it is a station on the cable route, has been known in the past only on account of its guano deposits, and the mother-of-pearl shell which is found in large quantities in a big lagoon; but its future destiny, according to the French priest who negotiated the sale, is to be "a free port similar to Hongkong." Vessels of all nationalities will be able to secure stores, supplies, and fuel there free of duty. We further learn that in May the new owners will begin to provide large wharves and other shipping facilities, big oil tanks and coal bunkers to supply steamships which ply via the Panama Canal, and the further statement is made that it is likely the British Admiralty will establish a base there. The only resemblance such a place could have to Hongkong would, of course, be in the freedom of its port. Fanning Island can be nothing but a coal depot for ships crossing the Pacific, and in this respect it enters into competition with Honolulu. It is claimed, however, that Fanning Island will have superior attraction for trans-Pacific shipping, since vessels will there avoid the vexatious regulations regarding aliens, quarantine and customs which at Honolulu frequently lead to the detention of ships. Fanning Island has a population of about twenty Europeans, who are connected with the cable station, and about 200 Gilbert islanders employed in the copra industry. No doubt, America's seizure of Palmyra Island was inspired by the news which reached Washington regarding the intentions of the Canadian syndicate which has purchased Fanning Island. Though the telegram we published three weeks ago said that the Island is claimed by Great Britain, it does not appear that it has ever been definitely annexed, as Fanning Island was in 1888, nor does it figure in any reference book we have at hand as an Imperial British possession. But if Great Britain can make good her claim to these five hundred acres of territory in mid-Pacific, America will, no doubt, haul down her flag; if not, she will keep it flying there and Great Britain will not say her nay. It is merely a question of evidence of possession, and while that is under investigation, those developments are only of public interest, in so far as they reveal the attention which is being paid to the probable shipping developments on the Pacific when the Panama Canal is thrown open to traffic.

For selling opium without permission, a Chinese was yesterday fined \$50 or a month's imprisonment.

A Chinese engaged in painting the s.s. *Hong Bee* at Quarry Bay docks yesterday fell from the vessel into the dock, and was killed. Death was due to a fractured skull.

We see by the latest mail papers that the Chinese cruiser *Hai-Chi*, is at present at Bayrow-in-Furness, flying the Republican red, yellow, blue, white and black flag, instead of the golden dragon.

At the Magistracy yesterday, a Chinese was charged with being in possession of 1,800 rounds of ammunition. He said he was conveying the ammunition to his brother in the country. A fine of \$100 was inflicted.

A small fire broke out on the Canton steamer *Paul Beau* yesterday, but the flames were speedily extinguished by the Fire Brigade and the crew. The fire, it is thought, was due to a passenger throwing a match into a quantity of pith.

Sergt. Cashman at the Magistracy yesterday charged five men with having behaved in a disorderly manner at Stanley. Defendants were each fined \$2, and were bound over in a bond of \$50 each to keep the peace for twelve months.

A fine of \$50 or a month's imprisonment was imposed on a Chinese who was found in possession of a quantity of ammunition. He said he bought the bag containing the ammunition at Macao, and did not know that it contained anything but crackers.

One of the oldest tea-firms in Yokohama, Messrs. Hellyer & Company, who have had their tea-firing godowns and offices in Yokohama for forty years, are closing their plant and will remove their works to Shidzuoka. The *Japan Advertiser* states that Mr. C. B. Stedman will have an office in Yokohama to keep in touch with the firm's customers, but all the main works will be at Shidzuoka, with their agency at Kobe. The two elder partners of the firm are in Chicago in charge of the American interests of the company. In a few more years Shidzuoka will be the chief tea-exporting city for Tokyo and Yokohama merchants.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVY ESTIMATES.

SPEECH BY MR. WINSTON CHURCHILL.

ATTITUDE TO GERMANY DEFINED.

LONDON, March 19th.

The Right Hon. Mr. Winston Churchill, First Lord of the Admiralty, in introducing the Navy Estimates in the House of Commons, said the foundation of the naval policy was finance, and the only credit that could be claimed by the Admiralty was for keeping their requirements at the minimum consistent with public safety and securing the utmost possible development of war power from the funds entrusted to them. If the country was of opinion that the needs of the Navy had been well and amply provided for, it was to the House of Commons and not to the Admiralty, to the Chancellor of the Exchequer and not to the First Lord of the Admiralty that thanks were due. It was necessary that this should be recognised. It was right to say that the great scale which naval armaments had been forced to assume had only been rendered possible without additional taxation or having recourse to borrowing by the wonderful fertility of the great budget of 1909. The financial aspect of the Estimates was not cheerful. All the world was building, and the navies were constantly increasing in size, complexity, and cost. The true decrease in the Estimates was £600,000. That, of course, took no account of any augmentation of the German naval programme.

WHAT MODERN NAVAL WARFARE MEANS.

He proposed to lay bare to the House with perfect openness the naval situation. It would be necessary to do so mainly in reference to one Power. He regretted this necessity, but nothing would now be gained by using indirect modes of expression. On the contrary, the Germans were people of robust minds, whose strong masculine good sense and high courage did not recoil from and were not offended by plain, blunt statements of fact, if expressed in courtesy and sincerity. The time had come when both nations should understand without ill-temper and without disguise what would be the conditions under which naval competition would be carried on in the next few years. In modern naval warfare battles were not decided by ratios nor percentages. In a fleet battle between good and efficient navies equally matched tremendous damage would be reciprocally inflicted. Many ships on both sides would be sunk or blown up. Many more would have injuries which it would take months to repair and others would not come out again during the whole war. Indeed the hideous course of such a naval engagement would resemble the combat between Mamilius and Herminius at the battle of Lake Regillus.

When side by side

These chiefs of pride

Together fell down dead.

That was a very satisfactory reflection to the stronger naval Power. It would always pay us to lose ship for ship in every class, and the process of cancelling would conduct us, albeit by a ghastly road, to certain victory and to a condition not of relative but of absolute superiority. If all the Dreadnoughts in the world were sunk to-morrow our naval superiority would be far greater than it was to-day. The pre-Dreadnought vessels would come out and play an important part. The Government were therefore keeping such vessels carefully in reserve, and arrangements were being perfected by the War Staff to bring them into commission at the sixth, ninth, or the twelfth month of a war. All this must be considered in judging the standards of the new construction which was appropriate to our needs. It was very easy to make a rapid increase in new construction so long as they were not burdened by the expense of maintaining a great establishment. Our German neighbours had not yet begun to feel the weight of maintaining year after year a gigantic naval service. These charges matured slowly but remorselessly. It was wrong and wasteful to build a ship for the British Navy a day before it was wanted up to the time when the contract was definitely assigned. The battleship was the heir of all the expanding naval science of the world. What he would call "the more merrier" policy was as harmful to efficiency as to economy.

THE GERMAN NAVAL DEVELOPMENTS.

Having thus reviewed the existing naval resources, he was not prepared to recommend the House at present to adopt the two keels to one standard in new construction against Germany. The time might come when it would be necessary, but it was not necessary now. Here the speaker discussed the changes in the situation which the passage of time and the rise of the navy of a single Power to first place on the Continent effected and rendered the two-Power standard inapplicable and inadequate. The actual standard in new construction which the Admiralty followed in recent years had

been 60 per cent. superiority in battleships and Dreadnought cruisers compared to the German Navy as fixed by the existing fleet law. If Germany were to adhere to her existing fleet law the Government believed that the standard would in absence of any unexpected development in other countries continue to be a convenient guide to work by for the next four or five years. Further than this it was idle to speculate. As, however, our pre-Dreadnought vessels gradually declined in relative fighting value our ratio of new construction would have to rise above the 60 per cent. standard. Every addition which Germany might make to the number of new ships each year must accelerate the decline in the relative value of our pre-Dreadnoughts, and therefore required special measures on our part now. Applying the standard just explained to the existing German navy law, it would appear to be necessary to construct four ships and three Dreadnought ships alternately during the next six years. That was the least that would maintain the 60 per cent. standard, and that was what the Admiralty had in its mind when it framed the Estimates now presented to Parliament.

BRITISH NAVAL POLICY.

If we are now, as it would seem to be, confronted with an addition to the German new construction of two ships in these six years, we should propose to meet that addition upon a higher ratio of superiority by laying down four additional ships within the same period, spreading them, however, conveniently over the six years. Let me make it clear, however, that any retardation or reduction in German construction will within certain limits be promptly followed here as soon as it is apparent by large and fully proportionate reductions. For instance, if Germany liked to drop out any one or even two of her annual quotas and keep her money in her own pocket for the employment of her own people and the development of her own prosperity we will at once, in the absence of any dangerous development elsewhere, drop out our corresponding quota, and all slowing down on the part of Germany would be accompanied naturally on our larger scale by us with certain limits because we have to consider to some extent the building of other Powers. But take the next year—1913—Germany three ships and Britain five. Supposing we were both to take a holiday for a year, to introduce a blank page in the book of national mistrust. Supposing Germany were to build no ships in that year, she would save herself between six and seven million pounds sterling. But that is not all. We should not in ordinary circumstances begin our ships till she has started hers. The three ships that she did not build would automatically wipe out no less than five potential British super-Dreadnoughts, which is more than they could hope to do in actual war. As to the indirect results—even from a single year, they simply cannot be measured, not only to the two great brother nations but to all the world of toiling men—so immeasurable are they in their hope and brightness. This is our position: that the Germans will be no gainers in naval power by any increases they may make and no losers from the basis I have laid down by any diminutions. Here, then, is a perfectly plain plan and arrangement whereby, without any diplomatic negotiations, without any bargaining, without the slightest restriction upon the sovereign freedom of either Power, this keen and costly naval rivalry can be at any time abated. It is better, I am sure, to put it quite frankly and simply for the Parliaments and people to judge.

Mr. Churchill then explained the new policy of building small cruisers which will be the eyes and ears of the Fleet by night and by day, strong enough and fast enough to overhaul and cut down any destroyer. He next discussed the anxious and perplexing problem of oil fuel, which was incontestably superior to coal, but could we make sure of getting full supplies of oil at reasonable prices in time of peace and without restriction in time of war? Could we accumulate a store, a reserve sufficient for the ever-growing requirements, properly protected both from aeroplane and sabotage?

THE JUSTIFICATION OF BRITISH NAVAL SUPREMACY.

After emphasising the shipbuilding resources of the country and referring to the increase of men which the Government was asking, Mr. Churchill said—We ask Parliament to assent to the large margins of safety. We stand as a nation upon the defensive. It is inconceivable that we should make a surprise attack upon Germany or any other European Power. Apart altogether from the moral aspect of such conduct, what would be the use of it? We have no means of following up such an attack, even if it were successful, and had no means of bringing the war to a speedy conclusion. Therefore we are relegated to the defensive, and it is necessary for us to be able to meet at our average moment the naval force of an

attacking Power at its selected moment. Moreover, the consequences of defeat at sea to us are so much greater than they would be to Germany or France. We are fed from the sea. We are an unarmed people. We are the only Power in Europe that has not a large army. We cannot menace the independence or the vital interest of any great Continental State. It is not our wish to do so, but even if it were, it would not be within our Power. It is these facts which justify British naval supremacy in face of the world. If ever any single nation were able to back the strongest fleet with an overwhelming army the whole world would be in jeopardy and catastrophe would swiftly occur. When we consider the strength of our navy we are not thinking of our commerce, but of our freedom. It is not a matter of our trade, but of our lives. Nothing can make us absolutely safe. We must never conduct our affairs so that the navy of any single Power shall be able to engage us at any moment with any reasonable prospect of success. If this is insular arrogance, it is also the first condition of our existence.

REORGANISATION OF THE FLEET.

Mr. Churchill next announced in considerable detail a complete re-casting of organisation of the Fleet. Under the new organisation the ships available for home defence will be divided into the first, second, and third fleets, comprising eight battle squadrons of eight ships each, together with their attendant cruiser squadrons, and flotillas, and all auxiliaries. Each of these fleets will represent a distinct administrative status and standard of commission. The first fleet will comprise four battle squadrons of fully-commissioned ships, together with one fleet flagship. Three of these battle squadrons will be based at home ports and the fourth upon Gibraltar. The second fleet will be composed of two battle squadrons upon an active basis. The third fleet will also comprise two battle squadrons with nucleus crews. We could thus assemble if necessary six battleships as compared with 38 of the next strongest naval Power. The torpedo-boat flotillas will be placed under the command of a special admiral to be called the Admiral of Patrols, whose business it will be to protect the coasts from minor raids while the battle fleet is defeating the enemy.

Mr. Churchill emphasised the necessity for augmenting substantially the list of lieutenants, and announced the intention of the Admiralty to promote about one hundred younger warrant officers to a rank equivalent to sub-lieutenants and to give commissions to senior midshipmen.

"AN AGE OF INCIPENT VIOLENCE."

In conclusion he dilated upon the strange spectacle of the polity of the nations of the world devoting wealth, manhood, and science to producing a gigantic military machinery which was obsolescent as soon as it was created, draining their coffers and stunting the needs of the people. The most hopeful interpretation of this strange phenomenon was that these rivalries were the modern substitutes for the actual wars of the earlier ages, just as a credit transaction superseded cash payments. Still we live in an age of incipient violence and deep-seated unrest. The utility of war may be an illusion, but war itself was no illusion. The Admiralty must confine itself to the simple duty of making quite sure that our island and people should come safely through whatever time brings forth.

THE DEBATE.

OPPOSITION APPROVAL.

Mr. A. H. Lee, Conservative M.P. for the Fareham Division of Hampshire, and Civil Lord of the Admiralty in the last Unionist Administration, said he heartily approved of Mr. Churchill's speech. The only doubt he had was whether the bare minimum would be consistent with full security being provided now. Lord Charles Beresford criticised the omission to defend the trade routes. It was a mistake to use provocative language towards Germany. We were always niggling at Germany instead of attending to Imperial defence. Mr. Kinloch Cooke moved for the appointment of a Royal Commission to inquire into the pay and pensions of the men in the dockyards of the Navy. Mr. Macnamara defended the treatment of the men. The amendment was defeated by 202 votes to 154.

PRESS COMMENTS.

The comments on Mr. Churchill's speech agree as to the gravity of the statement but differ as to the wisdom to the references to Germany. *The Times* says it is the best exposition since 1889 and will do much to raise Mr. Churchill in the esteem of his countrymen. *The Daily Telegraph* says the speech was brimful of courage and resource and must convince the Empire that it is confronted with a grave crisis. *The Daily Mail* states that Mr. Winston Churchill may be assured of the enthusiastic support of the nation. *The Morning Post* doubts the wisdom of the appeal to Germany which may be stimulated thereby to increase the pace and the standard. Mr. Churchill is over-doing the role of patriotic Englishman. The statement is almost a threat. *The Daily Chronicle* says it is direct and businesslike and in no wise provocative. *The Daily News* asks if the grave speech is an answer to the question of what was the result of Lord Haldane's mission to Germany.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE COAL CRISIS.

LONDON, March 19th.

Mr. Asquith has announced that he will introduce the Coal Mines Bill to-morrow. The second reading will be taken on Wednesday, and the Bill will go through all its stages by Thursday, and will be sent to the House of Lords on Friday. It will have the Royal assent by Saturday.

The Premier said he would defer his statement of the position until to-morrow. The Government considered the earliest passage of the Bill to be seriously imperative.

LATER.

Mr. Bonar Law, following Mr. Asquith, said he considered that, serious as the crisis was, the Bill was also serious, and required adequate discussion. Mr. Asquith said he hoped to arrange this.

LATER.

SPORT AFFECTED.

Owing to the strike, it is doubtful if the Lincoln and Liverpool race meetings will be held, as the railway facilities are at a minimum, and owners are hesitating to risk their horses.

LATER.

LABOUR PARTY'S ATTITUDE.

It is announced that the Labour Party will not oppose the Minimum Wage Bill at present, but will shape their attitude during the committee stage.

In a consultation with the miners' executive at Cambridge, Mr. Walter Long warned them that the Government and the Opposition would jealously safeguard the interests of the employers.

LATER.

A number of miners' leaders delivered speeches last night, several being of a threatening tone, declaring that if the Minimum Wages Bill be unsatisfactory they would not hesitate to bring this country lower to its knees. The most hopeful speech indicated that it would be at least a fortnight before the resumption of work was possible. A ballot of miners will probably be necessary.

LATER.

TERMS OF THE BILL.

It is stated that the Miners Minimum Wage Bill will not enforce arbitration. It will not contain compulsory powers nor penalties.

CONTINENTAL MINERS' SYMPATHY.

The strike is stagnant in Westphalia, but many miners have struck in Saxony, Hanover and Saar, and a strike is threatened of the colliers in Silesia.

The Miners Federation in Anzin, in a manifesto, calls on all French miners to rise in sympathy with their British comrades.

THE "OCEANA" WRECK.

LONDON, March 19th.

The P. & O. Co. announces that the following passengers from the *Oceana* are missing:—Rev. Mr. Leishman, wife, baby and nurse, Mr. O. R. Macfarlane, Capt. E. V. Knox, Lieut. C. G. Russell, and Stewardess Newbury. Four stewards who were injured are progressing favourably. Ten bodies have been washed up on the beach at Hastings and Newhaven. The bodies are apparently those of Mr. Leishman and his child, two other Englishmen, Mrs. Newbury and four Lascars.

LATER.

The bodies washed up at Hastings are believed to be that of the Rev. Mr. Leishman and a passenger on the *Oceana* who accompanied the Naval Brigade to Peking during the Boxer Rebellion.

The Post Office announces that the mails which went down on the *Oceana* included registered correspondence and parcels for Gibraltar, bags of letters for Zanzibar, Bombay, and British warships at Aden and Singapore, and parcels for Egypt, Berbera, Aden and India.

ITALY AND TURKEY.

LONDON, March 19th.

Reuter learns from a competent Italian source that the reply of Italy to the inquiry of the Powers asking on what terms she would end the war, is conciliatory in tone and calculated to facilitate pourparlers.

THE UNREST IN PORTUGAL.

LONDON, March 19th.

A telegram from Lisbon states that the labour agitators Constantine and Castro have been arrested in connection with the murder of the Mayor of Moita on January 31st. The police have prohibited to-day's Sydicatist meeting.

SUGAR CONVENTION.

LONDON, March 19th.

Reuter's correspondent at Brussels reports that the Sugar Commission has renewed the Convention of 1902 for five years from September 1st, 1913. Russia is to be allowed to export an extra 150,000 tons during 1913 and 1912, and fifty thousand tons in the two following seasons.

A NEW GUN.

LONDON, March 19th.

Messrs. Vickers Sons and Maxim have invented a quick firing portable gun for aeroplanes.

OBITUARY.

LONDON, March 19th.

The death is announced of Mr. Aitken, barrister, and a former member of the Legislative Council at Singapore.

SUPREME COURT.

Tuesday, 19th March.

IN CRIMINAL JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ.
(PUISSE JUDGE).

ASSAULT WITH INTENT TO ROB.

Two Chinese were charged with assaulting John Chun Wong with intent to rob at Kowloon on 14th February. The Attorney-General, instructed by Mr. J. H. Kemp, Crown Solicitor, conducted the prosecution, prisoners being unopposed.

The following jury was empanelled:—Messrs. F. E. Ellis (foreman), A. L. Dawson, J. Neilson, W. Pringle, Jr., J. T. Shaw, J. H. Oxberry and A. M. Dougall.

The Attorney-General, in outlining the case for the Crown, said the attempted robbery was unsuccessful. The prosecutor, Mr. Wong, was the assistant manager of Watson's Aerated Water Factory at Kowloon. On the day in question he was having lunch in the depot when the two prisoners came in. The foks had gone, and both men made for him, one attempting to throw pepper in his eyes. However, he dodged this, and using a table knife which he had in his hand at the time he slashed at them, cutting the first man.

Both men then ran away and Mr. Wong gave chase. The men did not run far, as they went right into the arms of an Indian watchman and an Indian constable. On being searched a gag, daggers and pepper were found in their possession.

Mr. John Chun Wong stated that he had in his possession a gold watch and had \$200 in the safe.

Prisoners were found guilty and were sentenced to five years' hard labour each, and to receive twelve strokes with the cat.

FIGHTING AT CANTON.

Reports reached Hongkong yesterday that the period of quiet in Canton and neighbourhood has ceased and that fighting has resumed in the vicinity of the city. It appears that the former pirates whom the Government is seeking to disband are threatening the Whampoa Forts if they have not actually seized them, and that the Government gunboats in seeking to drive out Wong Wo Shun's soldiers from the Bogue Forts met with a stout resistance.

It is stated that foreign firms in Hongkong having interests in Canton have been warned to expect further trouble.

Later information is to the effect that the Government forces have regained possession of the forts.

INTERPORT RIFLE MATCH.

A meeting of the Hongkong Rifle League, at which Dr. Evans Jones presided, was held at the Volunteer Headquarters on 18th inst. to discuss arrangements for this year's interport match. Letters received from Singapore, Shanghai, and Penang, intimated that those ports had agreed to this year's match being fired between 15th May and 15th June, and it was therefore decided to fall into line with the ports named, but to strongly represent that as May and June are practically the worst months of the year for shooting in Hongkong, those dates could not be agreed to for subsequent matches. If necessary to adhere to the rule under which all ports shoot within a period of one month, April is considered to be the most suitable, collectively.

It is proposed to arrange practices during next month and select the team in readiness to shoot on the first favourable opportunity after the 15th May, the earliest date for the match.

Over forty nominations for places in the team have been received from the Clubs belonging to the Rifle League, and competition for the final selection of the required ten should therefore prove keen and interesting.

THE VICTORIA THEATRE.

The Hughes Comedy Comedy presented last evening before a large audience a musical farce entitled "In Society," a piece providing further opportunities, if those were necessary, to display the inimitable talents of Messrs. Paul Stanhope and Bert Le Blanc, the vocal accompaniments of Mr. C. C. Lydston and Madame Lloyd, with the support of an excellent chorus. Throughout the performance there were numerous "By Request" items, and each had to be repeated. Mr. Albert Leonard was particularly successful in his dancing specialty, and the Dutchman and the Jew were at their best, and succeeded in arousing roars of laughter.

CHINA MUTUAL STEAM NAVIGATION CO.

A DISTRIBUTION OF 30 PER CENT.

The directors of the China Mutual Steam Navigation Company recommend a final dividend of 3 per cent. on the ordinary shares, making 6 per cent., together with a bonus of 24 per cent., a total distribution of 30 per cent. for the year. A dividend of 3 per cent., making 6 per cent. for the year, is proposed on the ordinary B shares.

YUAN SHIH-KAI'S ACCOUNT OF THE REVOLUTION.

(BY A STUDENT OF CHINESE IN "THE TIMES".)

PEKING, Feb. 26th.

On January 26th Prince Chun, the ex-Regent, visited the Prime Minister, and informed him that the Empress Dowager desired to confer upon him the honour of the Second Order of Nobility, an order which it has been the custom to translate into English as "Marquess." With the one exception of the ducal rank borne by the descendant of Confucius, this is the highest rank of nobility which can be conferred upon a Chinese, and very seldom has even this title been granted to one who was not a Manchu. Tsen Kuo-fan, the great leader who crushed the Taiping Rebellion, and Tso Tsung-tang, who led the "agricultural army" in its march across China for the recapture of Chinese Turkestan, in their lifetime, and Li Hung-chang posthumously, received this coveted honour from the late Empress Dowager.

Obviously it was embarrassing for the Prime Minister to be offered this honour at a time when he was parleying with the Republican party. Obviously also it was an astute act of Manchu policy to impress the Chinese people with the conviction that Yuan Shih-kai was working hand in glove with the Manchu oligarchy. The play-off of the Edicts, by which the Throne made every effort to induce the Premier to accept the honour, throws an interesting sidelight upon the Chinese character.

On January 26th the "Official Gazette" announced that Yuan Shih-kai had received a decree from the Empress Dowager as follows:—

The Prime Minister, Yuan Shih-kai, is a loyal and patriotic statesman, who has served us with the fullest diligence. Since his assumption of office he has planned the policy of the State, and come to the rescue of the situation, and his desert is very great. We hereby confer upon him the Second Order of Nobility in order that our signal favour may be made manifest. He is not permitted to decline.

THE REPLY TO THE EDICT.

On the following day Yuan Shih-kai declined this honour in a memorial of deep interest, in which he reviews his own conduct since the outbreak of the Revolution:—

As I knelt to receive your mandate I was sorely afraid. I recall that I have received hereditary favour from the Throne, and have been repeatedly accorded marks of its signal approbation. At the outbreak of the revolution I was again appointed to a viceregency, and was placed in supreme command of the troops. Afterwards, on the Cabinet being formed, I was appointed Prime Minister. Confronted by recurring difficulties, and grieving at my failure to redeem the situation, I have been unable to accomplish the smallest result after the lapse of months. The dynasty is crumbling into dust, and the people's love is in fragments like a potsherd. The body politic is smitten with a murrain, and no cure for its distemper can be found. Like Shih K'o-lai, the last Ming Commander-in-Chief, I am destitute of a fraction of recorded merit, and my guilt knows no desert save death. I now beg to recant to your Majesty the perplexities under which I have laboured since taking office.

REVOLUTIONARY SUCCESSES.

At first the revolution was military in character. It spread to the official class and to the rest of the population. Within a month 13 provinces had been lost, and both Chihli and Shantung were showing signs of disaffection. The Throne gave ear to the people's wishes, and agreed to the prayer of the Assembly to promulgate the fundamental articles of the Constitution. The Sovereign was thus shorn of practically every vestige of power, and there was nothing left for him to surrender. The Government would have been what some still desire—namely, a Sovereign with an empty title at the head of a Republic. When I first entered upon office I was in favour of a Constitutional Monarchy, in the hope that the position might be still saved. It seemed as if my desires were on the eve of realization when the Chihli troops accepted the proposals and Shantung cancelled its declaration of independence. But after the recapture of Hankow the Navy mutinied; no sooner was Hanyang taken than Nanking fell. A friendly Power then mediated with a request for an armistice and a Peace Conference in the interests of humanity.

I accordingly sent a representative to Shanghai to discuss the situation, but after a fortnight's conference no result was attained, and the Republicans refused to abate one jot of their demands for a Republic. The Provincial Assemblies of Chihli and Honan then followed their example, and constant outbreaks were occurring in the interior. This has been followed by successive revolutionary successes at Urgan, Kuldja, and Khailar. Even feudatories which have been loyal for centuries were thus deserting the dynasty. I was consumed with grief at the thought of the imminent ruin which confronted us, and the heritage of woe which awaited the dynastic altars. I was forced to lay the facts before your Majesty, and you accordingly deigned to summon the Princes and Ministers to an audience, at which each and all gave expression to identical views. You did then issue a decree summoning a National Convention to determine the future form of government. This was a complete frustration of my original hopes, but I still clung to the possibility that the Convention might not insist on a Republic, and might adhere to the Constitutional Monarchy. But decision has been reached on the place of meeting or the mode of election. Meanwhile telegrams came pouring in from persons of eminence in their respective districts, from Viceroy and Governors who had done the State some service, from the envoys abroad who are well versed in foreign affairs, and even from chambers of commerce in the ports, with the strongest appeals for a Republic. In the secrecy of my chamber I shed tears, the

while I wondered how the affection of the nation had been so utterly alienated, how irretrievable had our fortunes become. This is my first reason for stating that I have failed in performing my duties.

To refer to military matters. When first I emerged from retirement and took over the supreme command I felt that the Hupeh situation was of extreme urgency, and asked for reinforcements and funds. It was not till you had accorded your consent that I agreed to accept the post. But time was needed for the raising of troops and the provision of money. Your repeated mandates enjoining my departure had reached me before I arrived at the front.

On reaching there I put fresh energy into officers and men; and had the occasion been pressed home, it is highly probable that Wuchang might have been recaptured after the fall of Hankow. But at that time the discussions of the Assembly and the unanimous demands of all classes of the community urged a policy of pacification. In consequence, repeated decrees were issued, deprecating further hostilities, and I had the honour to proclaim your merciful mandate and to call a halt to renewed fighting.

When I reached Peking I found that the Treasury was completely exhausted, and that there was an enormous lack of munitions of war. My negotiations for a loan were fraught with entire failure. The campaigns in Chien Lung's reign for the conquest of Turkestan and the Tibetan frontier, those of the succeeding reign against the rebels in five provinces, involved the expenditure of nearly 100 million taels. The glorious campaigns of half a century ago against the Taipings and other rebels cost at least ten times that sum. At present we dare not look a month ahead for provision of funds. It is true that treasure has been granted from your private treasury, but rendered us secure from dispersion of the forces through hunger. The fact remains that we are devoid of means for augmenting our troops or increasing our supplies.

We have to do as best we can with the scanty force at our disposal, and if we protect one place, it is at another's expense. This was why we failed to succour the weak garrisons at Nanking, Hanyang, and Chingchau. On the other hand, the Republican forces are everywhere inciting the lawless element to cause disturbances. While cities once lost cannot easily be recovered, there is every likelihood of trouble breaking out in districts hitherto tranquil. Everywhere fresh troops rally round the Republican standard. Our numbers remain ever stationary. The force recently raised in Manchuria cannot immediately appear on the scene. The ever-increasing disturbances in Honan and several other provinces cannot immediately be suppressed. Thus has failure so far attended our military operations, and herein is my second reason for saying I have failed in performing my duties.

FOREIGN RELATIONS.

While we have been quite unable to wage a successful campaign at home, our relations with foreign Powers have been full of perplexities. To take only the most conspicuous instances, there was the question about railway transport for the troops; the appropriation of the Customs to meet our obligations abroad; the demand of foreign Chambers of Commerce to protect life and property on the ground that the Treaties were no longer being observed. Further procrastination will only hamper us with fresh obstacles, and no plea based on reason or sentiment will suffice to relieve the position. Meaning all governmental reform is suspended by reason of the war; the administration remains as rotten as ever. It is one of our comparatively smaller difficulties that such talent as we possess finds it no easy matter to translate the theory of the schools into practice.

At this time, when my powers are declining, I have failed in requiting the Imperial bounty which has assigned to me this heavy responsibility. The cup of my offences is daily filling, and my desert is less than a grain of sand or a drop of water. It would better become me to demand dismissal from my post, but I cannot bear to speak of leaving your Majesty's side. I, whose family for so long has enjoyed Imperial favour, am the witness of the poignant anxiety which is your companion day and night. But if I accept this high honour I shall be casting a slur on the equitable bestowal by the Throne of rewards and punishments, and shall be failing in the duty which I owe to the people of this country. How should I ever be able to guide public opinion or to set an example for the official body to follow? It remains to entreat your Majesty to cancel your former mandate, and to allow my purview of intention to be manifested to the world and my guilt to suffer no further aggravation. I pause, and can say no more.

RENEWED OFFERS AND FINAL REFUSAL.

But the Throne would not accept this refusal. On January 28th a second Decree was issued as follows:—

Yuan Shih-kai has memorialized with an earnest statement of his feelings, and entreats Us to cancel our Decree conferring upon him a title. We are fully conscious of his modest sincerity, but the times fraught with dire peril, and he has undergone the greatest hardships in propping up the position, the maintenance of which we owe to him. Let him immediately receive the Throne's mandate and refrain from further refusal.

A second time Yuan Shih-kai refused in a memorial replete with historical allusions, whereupon another Decree was issued as follows:—

Yuan Shih-kai has again memorialized with a further expression of his sentiments, and an entreaty to cancel the appointment to title of nobility. He has now recounted a series of historical precedents, and has couched his representations in most earnest language, but the present crisis is utterly unprecedented and of unparalleled severity. For the past few months he has encountered the fullest measure of arduous perplexity, and this high honour is his by right. He is to pay due obedience to Our former Decree and accept the title.

For a third time Yuan Shih-kai refused. Once more an Edict was issued saying:—

Yuan Shih-kai again entreats Us to cancel the title of nobility. He has now recounted a series of historical precedents, and has couched his representations in most earnest language, but the present crisis is utterly unprecedented and of unparalleled severity. For the past few months he has encountered the fullest measure of arduous perplexity, and this high honour is his by right. He is to pay due obedience to Our former Decree and accept the title.

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A fourth time Yuan Shih-kai refused, pleading that the "uneasiness of his conscience did but enhance the reverent reflection that the Divine will is irrevocable," and this time his prayer was granted. Deliciously Chinese is this final Decree:—

Yuan Shih-kai has memorialized Us that he dares not persist in his refusal after Our repeated expressions of favour. He asks that the acceptance of the patent may be postponed until the situation shall have improved. Rescript, Noted.

NOTES AND NEWS.

EXPERIENCES IN AN ORGAN.
Two London Suffragettes, Miss Helen Craggs and Miss Howey, who secreted themselves in the great organ at Colston Hall, Bristol, had to undergo a much more trying ordeal than they had bargained for. They spent 24 hours hidden among the works before the opportunity came to shout their war cry into the astonished ears of the anti-suffragist meeting. During the time they were hiding two men came to tune the organ, and the ladies say that during the six hours this was proceeding they were almost driven mad by the noise.

50 YEARS ENGAGED.
A remarkable romance has been disclosed by the death at Farnham St. Martin, Suffolk, of Miss M. A. Turner, an octogenarian. When she was a young girl she became engaged, and all promised well for her future. Her mother, however, needed her care, and she decided not to marry while she lived. Fifty summers passed, and still her mother survived. Her old sweetheart, who had remained true to his first love, then fell ill, and Miss Turner went and nursed him until he died. Her mother lived to the great age of 105 before she passed away, and now Miss Turner herself has succumbed. She has a sister who is ninety years of age.

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Young I am green; old I am yellow; well beaten I become supple. If I accompany my friend for a long time, he decides that I must leave him. Young I am honoured; old I am despised.

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An account of an extraordinary waltzing match, in which eight couples took part, is published by the *Matin*. The match took place at Alessandria, Piedmont, Italy, and the dancers commenced at ten o'clock in the evening. They did not cease until they were compelled to do so from exhaustion at noon the next day, when there remained only two couples in the contest. The jury then ordered the termination of the match, which had lasted 14 hours, and a man named Regaldi, who was adjudged champion, fainted immediately afterwards. The waltzers were allowed to change their partners during the contest.

STYLE IN SIAM.
The proprietors of a Siam newspaper have distributed handbills containing the following notice:—"The news of English we tell the latest. Write in perfect style and most carefully. Do a murder not commit. We hear of it and tell it. A mighty chief die, we publish it, and in borders of somber. Staff like Kipling and the Dickens. We circulate every town and extortionate for advertisements. Buy it. Buy it. Tell each of you its greatness for good. Ready on Friday, Number first."

MAN'S ONLY MONOPOLY.
Mrs. Kate Douglas Wiggin once heard a New England wife express views on the suffrage question. The woman had a hard, laborious life on a farm, and had lost her romantic notions, if she ever had any. One day she was asked whether she wanted to vote. "No, I certainly don't," she replied. "I say, if there's one thing the men folks can do alone, for goodness sake let them do it."

THE SUCCESSIVE INTERLOPERS.
As early as 1840 the Yankee girls who were operatives in the New England cotton mills abandoned the looms and spindles because of the employment of Irish women. At a later date the Irish like manner demurred at the entrance of the French-Canadian girls, and at the present time the French-Canadian female operatives are leaving the cotton factories because of the employment of Polish and other women of recent immigration.

INSURING THE LARGEST VESSEL IN THE WORLD.
Negotiations are understood to have been opened in Hamburg for the insurance of the Hamburg-American Steam Packet Company's new liner *Imperator*, of 50,000 tons.

The value mentioned is £1,000,000, and, of course, says *The Times*, no such insurance could be carried through without the co-operation of underwriters in all the leading insurance-markets. In the near future therefore the risk may be expected to appear in London. Presumably, too, before very long underwriters will be asked to insure the new Cunard liner *Aquitania*, which, as she is not yet in the water, is likely to be of rather greater tonnage than the *Imperator*. It will be remembered that the *Olympic*, of 45,000 tons, is insured for £1,000,000, though she cost about £1,500,000 to build, and that underwriters would only be called upon to pay claims in excess of £150,000.

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Insurance have just been effected on the three large Diesel motor-ships *Selandia*, *Yutlandia*, and *Fiona*, which are to take their places in the services of the East Asiatic Company, of Copenhagen.

Selandia is a steel twin-screw three-masted vessel of 4,900 tons, built by Burmeister and Wain, while the *Yutlandia* is of 5,000 tons, and has been built by Barclay, Curle & Co. The vessels were originally insured on the Continent, and have been accepted by London underwriters on precisely the same terms as the numerous steamships in the company's fleet.

EXPENSIVE HARVARD.
GAEKWAR'S SON FINDS £50 A WEEK TOO LITTLE.

Prince Jaisint, the son of the Gaekwar of Baroda, sailed for home last month after having spent some time at Harvard University, where he has been studying. The Prince did not take a degree, but it was said that he had finished his studies and was going home to take up his position in his father's court.

It is now learned, however, says the Washington correspondent of the *Chronicle*, that the young Indian Prince recently had his allowance cut by half, and was unable with the smaller amount to "hold his end up" with the millionaire set with which he was associated. The Gaekwar had been allowing his son £200 a week, but when this was cut to £50 the young man decided that he would return to India.

The incident is a revelation to a great many people of how expensively one may live at Harvard.

H.M.S. "POWERFUL" TO BE SOLD.
An order was issued at Portsmouth that the cruiser *Powerful*, which brought the Duke of Fife's remains to England, should be paid off and prepared for sale. During the South African war she landed the naval brigade with guns for the defence of Ladysmith, and afterwards came to the China Station, commanded by Capt. (now Rear-Admiral) Percy Scott.

ODE TO MR. CHURCHILL.

GERMAN'S POETICAL REPLY IN ENGLISH.

"To Mr. Churchill" is the title of an "ode" in English which recently made the rounds of the German Press. A "poetical" reply to the First Lord's speech at Glasgow, it is the composition of "Caliban," who writes for *Der Tag*, the illustrated political supplement of the *Lokal Anzeiger*.

Some naval patriot has made a translation from the original German, which is reprinted by the *Tägliche Rundschau* and other journals in the hope that its "impressive warning" will be taken to heart by Englishmen, in order that they may not be "deceived in regard to Germany and German sentiments." This is the ode:—

There is no nation loving peace more heartily than we:
However, peace must always, John, faithful and honest be!
Give way! At sea there is indeed for all of us much room,
And from the deep blue waters now our power begins to bloom:
Also to us belongs the world, we are as strong as you—
We have the men, we have the ships, we have the money too!

You'll be our friend—well, then, rejoice at sturdy German seas!
Only if friends are like in strength may they be like in faith,
We therefore offer all we have, but wisely taking heed
That no German one fine day awakes without her Fleet!
All ears on board! Then ship-a-hey! So now and all time through:
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WHAT DYSPPEPTIC PEOPLE SHOULD EAT.

A DIFFICULT PROBLEM WITH AN EASY SOLUTION.

The famous proverb, "one man's meat is another man's poison," applies with peculiar force to the dyspeptic, and the same is true with regard to the drugs ordinarily prescribed for indigestion.

Fasting has, of late, been greatly advocated in these cases, but it is by no means always a safe course to adopt, as it necessarily weakens the patient, who has to subsist on his own tissues while his digestive organs get the complete rest which fasting ensures.

The chief thing is to discover a means of feeding which combines the greatest amount of nourishment with the least strain on the digestion; in other words, food which requires a very small quantity of gastric juice to dissolve it and can be acted upon without much movement of the stomach, while, when absorbed, it must be readily assimilated to make actual flesh and blood.

All these qualities are forthcoming in Sanatogen whose reputation has advanced by leaps and bounds throughout the whole of the civilised world.

WHY THE SOLUTION IS EASY.

Sanatogen's remarkable effects are due to its composition as well as to its quality. It is a powder of such exceptionally fine character that it is impossible for it to irritate the delicate lining of the stomach, even when that lining is inflamed or ulcerated. Moreover, it is composed of the body-building part of pure cow's milk, chemically combined with that form of phosphorus which is found in the nervous system and tissues generally. The nutritive elements in it have been proved by the most eminent authorities in the world to be more easily absorbed than those of any other preparation known to science.

In many forms of indigestion there is an excessive loss of phosphorus salts from the system. Much modern dyspepsia is the result of overstrain of the nervous system, due to the onerous conditions of life, worry and excitement of all kinds, so that the nervous system becomes exhausted and is not able to supply the needed force for the mechanism of digestion to be carried on perfectly. In this way, again, the stomach becomes more enfeebled and digestion is further ruined. By means of the phosphorus in Sanatogen, however, the nervous system is completely restored to health, so that it can soon supply the tonic force which helps the stomach to recover its normal powers.

These facts go to show conclusively that Sanatogen is the preparation par excellence in the rational treatment of every acute stomachic disorder, a fact which is emphasised when it is stated that not only does Sanatogen put no tax on the stomach, but that it also helps that organ to digest other foods.

MORE DIFFICULTIES OF THE PROBLEM.

It must always be remembered that dyspepsia does not begin and end in the stomach. Dyspepsia due to faulty secretion in the intestines is quite as common, and may induce as much suffering. In this latter case, too, Sanatogen exercises a power for good which cannot be exaggerated, for, by being all digested in the stomach and leaving no waste, it enables the intestines to recover their tone through the prolonged periods of rest it enables them to enjoy.

No more striking testimony could be given to the value of Sanatogen for dyspepsia than is furnished by the following statement of a well-known medical man:—"I used Sanatogen in a case of chronic dyspepsia in a patient aged seventy-seven years with very good results. Pain and nausea disappeared, and powers of assimilation increased."

A further doctor writes:—"I gave Sanatogen to a patient in a condition of extreme debility due to indigestion. It bridged her over this to a condition of convalescence, and her ordinary diet was taken with advantage."

That is always the dyspeptic's great desire—to be able to take his ordinary diet with advantage and without pain. Sanatogen ensures his being able to do this.

Sanatogen can be obtained of A. S. Watson & Co., Hongkong, SINGAPORE CO., LTD., 215/21, Des Voeux Road, Hongkong, and of all Chemists. [19-420]

*Analysis PROVES that PLASMON OATS

are Scotland's Best — "Enormously increased in food value by the addition of PLASMON." — *Lancet*.
PORKIDGE IN PERFECTION.
A minute bottle only.
PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.

Rowland's Kalydor

Makes your skin soft and smooth.

You can easily have a clear, velvety, healthy complexion if you use

Rowland's Kalydor "For Your Skin."

This world-famous preparation quickly removes freckles, redness, roughness, and all other disorders of the skin. Perhaps you know how unpleasant it is to suffer from these skin troubles, whether you do or not, you should always have a bottle of Rowland's Kalydor handy and use it night and morning. Get it from your chemist, Rowland & Sons, 67, Hatton Garden, London, E.C.1. Sold by stores and chemists. Ask for Rowland's Kalydor, or 67, Hatton Garden, London, and avoid spurious imitations.

NEW WARSHIP ENGINE.

ROUND THE WORLD WITHOUT REPLENISHING. There is some reason to fear, says the *Pull Mall Gazette*, that the present Board of Admiralty is showing itself less progressive in the direction of the development of the material of the Navy not only than previous Boards at home have shown themselves since 1904, but also than certain of our maritime rivals.

The First Lord, it is true, is proving himself not lacking in boldness and initiative; but, unless he finds driving power among his professional advisers equal to his own, he is necessarily handicapped by his inevitable lack of technical and professional knowledge.

It is with the object of strengthening his hands to overcome the professional timidity and *inter alia* with which it is to be feared he has to cope that attention is drawn to the following facts.

Reference has been already made in the *Pull Mall Gazette* to the delay in adopting the Richardson armour-plate, a form of protection proved by experiment to be 20 per cent. more efficient as well as less expensive than Krupp. The responsibility for this delay, however, rests less upon the Admiralty than upon the manufacturers. The matter now to be discussed—namely, the introduction, experimentally, at any rate, of the internal combustion engine for warship propulsion, is one which the Admiralty has in its own hands.

ROUND THE WORLD. While up to the present the only attempt on the part of the Admiralty to introduce the system is, so far as is known, the order given to Messrs. Thornycroft to equip one of the new destroyers of the current programme with an installation of internal combustion engines auxiliary to her turbines, the Germans have actually in existence a design for a battle-cruiser of the largest size to be so propelled, and the design is believed to have been accepted by the Marine Office.

If she actually comes into being she will be a great and terrible *Alabama*.

Of the highest speed, she will possess a fuel capacity which will carry her round the world without replenishment. Her stores and ammunition supply will be proportionately enlarged by the increased capacity given by the elimination of boiler-rooms and coal-bunkers, and, at the same time, the consumption of stores will be diminished by the reduction of complement which the practical abolition of the stoker will permit.

Her decks, clear of funnels and other obstructions due to the present method of propulsion, will admit of an increased armament of heavy guns, with a wider field of fire than is at present possible.

Such a ship, loosed on the trade routes, will have no need of Agadir, the Azores, or any other place of refreshment.

Wireless telegraphy will direct her movements and give her information. Twelve such ships, slipping away from Wilhelmshaven in the dusk of the day before war broke out, passing north of the Shetlands and round Rockall on to the Atlantic trade-route, would wreak havoc to our sea-borne commerce, and might easily capture our vessels.

Twelve such ships, if the new programme is adopted and the design matures, the Germans may have. The ship is not built yet; there are numerous "ifs" and "buts" to be overcome. But, since the design is known to exist, it is eminently desirable that we should use our shipbuilding and engineering superiority in building quickly a trial ship, as the Dreadnought was built. It would be hardly a greater leap in the dark than was the adoption of turbines, which had never been tried in anything larger than a destroyer as the propelling machinery of a first-class battleship.

The future of marine engineering rests with the internal combustion engine. In face of the progress being made in Denmark and Germany, it is unfortunate that the "mighty sea-Power" should lag behind.

ELECTRIC LIGHT AND WATER-WORKS AT SWATOW.

The American Consul at Swatow reports that there is considerable interest among the local Chinese in municipal improvement. During 1909 and 1910 a new electric-light plant was erected, the work being in charge of Arnold, Karberg & Co., a German firm. The machinery consists of 4 Young's Lancashire boilers, 2 Babcock and Wilcox water-tube boilers, 2 Worthington feed and fire pumps, 1 Cameron (New York) surface condenser, 4 Bellairs and Moreau (Manchester, England) self-lubricating engines, and 4 direct-current generators with switchboard (Allgemeine Elektricitats-Gesellschaft, Berlin). The city is wired with mains feeding sub-mains through section boxes. Consumers are supplied with 220 volts, and the number of lamps installed at the beginning of 1910 was about 4,000. All streets are lighted by 25-candle power lamps at intervals of about 80 ft. The price to consumers is fixed at 0.30 Mexican on the first 14 units and 0.20 on each succeeding unit per lamp per month.

During 1910 work was started on the local waterworks system. Leigh and Orange, of Hongkong, are the consulting engineers for the buildings, and MacDonald & Co., also of Hongkong, are the engineers. The water will be taken from the River Han, about 10 miles above Swatow. The pumping and filtering plant will be at the intake and will consist of four settling tanks, each of 1,200,000 gallons capacity, four filter beds, each of 250,000 gallons capacity, one covered-in service reservoir of 900,000 gallons capacity, and the engines, boilers, and pumps. The main from the intake station to Swatow will be a 12-in. cast-iron pipe, about 12 miles long, and the quantity of water delivered at Swatow 3.23 cubic feet per second. At Swatow will be a water tower from which the street mains will be supplied. The cost of the work is estimated at \$325,500 gold. However, owing to unsettled conditions in China, the construction of the works is indefinitely postponed. Foreign firms desiring to enter the field in South China should make their headquarters at Hongkong, from where all southern outposts are easily covered as occasion requires.

[*This statement is inaccurate. Steady progress is being made on the works.—Ed.]

WM. POWELL, NEW VICTOR RECORDS LTD.

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Gentlemen's Outfitters.

ARRIVAL OF

SPRING and SUMMER GOODS.

SHIRTS, UNDERWEAR, PYJAMAS, SOCKS, NECK WEAR, etc.

EVERYTHING EXCLUSIVE AND DISTINCTIVE. (An Inspection Invited.)

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WINE MERCHANTS,

DES VOEUX ROAD CENTRAL,

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Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

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and your food will FEED YOU MORE.

BOVRIL IS A HIGH CLASS STANDARDIZED BEEF-FOOD.

Do not accept cheap substitutes. Nothing else is "just the same."

By Appointment to H.M. the King.

MONTERRAT

A simple kindly flavour, gently stimulating the healthy processes of the body, is characteristic of *Montserrat Lime Juice*. Made only from fine cultivated limes. It is the most natural and perfect drink for constant use in hot weather.

Supplied in two forms: Unsweetened, i.e., Pure Lime Juice. Sweetened, i.e., Lime Juice Cordial. Sold by all leading Storekeepers.

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APIOLINE



For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal. CHAPOTEAUT, 5, rue Vivienne, Paris. Sold by all Chemists.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

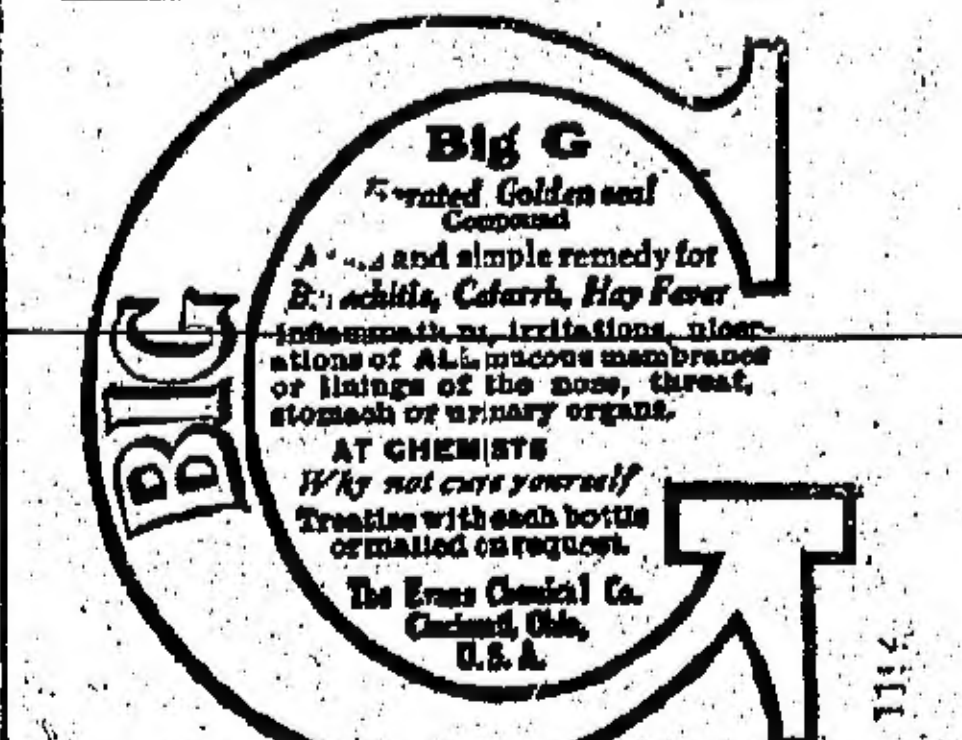
THORNE'S

OLD VAT No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILA. A. S. WATSON & Co., LTD. [144]



1 SELF CURE NO FICTION! 200 SUPPER NEED NOW CURE THE NEW FRENCH REMEDY THERAPION NO.1 is a remarkably short time, often a few days only, cures discharges either extending injections. THERAPION NO.2 Cures blood poison, bad leg, ulcers, sores, painful swellings, etc., when a radical treatment fails. THERAPION NO.3 Cures chronic weakness, loss of vigour and vital force. Either Thorne's Therapy or all self treatment. Directions enclosed, or chemist or post free 1/6 from The L.C. & Medical Co., New York, N.Y. (Lancet) Tansy, steel Drops and Penny royal. Trade Marked word "THERAPION" is on Thorne's Glass and is blown into every genuine bottle. *THERAPION CURES TO STAY CURED.

SHIPPING IN-PORT

ANTWERP, British str., 3,561, L. Harbord,
16th March—Singapore 10th March.
General—Butterfield & Swire.

BONNIE, German str., 1,344, Sembill,
16th March—Sundakan 6th March, Tim-
ber—Melchers & Co.

CHENAN, British str., 1,350, W. L. Jones,
17th March—Shanghai 14th March.
General—Butterfield & Swire.

CHICAGO MARU, Japanese str., 3,832, I.
Toto, 9th March—Manila 8th March.
Flour, Hemp and General—Osaka
Shosen Kaisha.

CHIP SHING, British str., 1,190, Mooney,
17th March—Tientsin 10th March.
General—Chinese.

CHUN SANG, British str., 1,418, Mattock,
16th March—Stagen 8th March, Coal
J. M. & Co.

DOVRE, Norwegian str., 733, T. Sigotano,
17th March—Haiphong 10th March.
General—Aagaard, Thoresen & Co.

FUKURA MARU, Japanese str., 1,240, S.
Kumawaki, 14th March—Karatsu,
Coal—Mitsui Bussan Kaisha.

HELEN, German str., 771, C. Berg, 13th
March—Hoihow 12th March, General.
Jensen & Co.

HUDA MARU, Japanese str., 731, S. Mori-
sada, 15th March—Da res 9th March, Coal.
Mitsui Bussan Kaisha.

KWANGTOW, Chinese str., 1,636, Stewart,
17th March—Shanghai 14th March.
General—Chinese.

LASBARI, German str., 1,016,
Brüder, 17th March—Bangkok 7th
March, General—Chinese.

MICHAEL, German str., 951, T.
Petersen, 18th March—Haiphong and
Hoihow 16th March, General—Jensen
& Co.

MONTAGUE, British str., 3,953, W. Davi-
son, 10th March—Shanghai 14th March.
General—Canadian Pacific
Railway Co.

ONANG, British str., 1,737, A. G. Smith,
17th March—Chingwan 10th
March, General—Chinese Engineering
& Mining Co.

PERIA, American str., 2,744, J. Hill, 12th
March—San Francisco via Shanghai
10th March, Mails and General—
M. S. S. Co.

PIRANULOK, German str., 1,297, D. Rein-
hard, 12th March—Bangkok 4th March,
Rice—Butterfield & Swire.

RUBI, American str., 2,797, S. A. Crosby,
17th March—Manila 14th March, Gen-
eral—Shewan, Tomes & Co.

SAMSEN, German str., 803, Petersen, 17th
March—Bangkok and Swatow, 8th
March, Rice—Norddeutscher Lloyd.

SHINOHARU MARU, Japanese str., 1,939,
J. Ben, 16th March—Mojji 9th March,
Coal—Osaka Shosen Kaisha.

SHUNNRI MARU, Japanese str., 1,750, K.
Nagata, 14th March—Nagasaki and
Japan 8th March, Coal—Mitsui
Bussan Kaisha.

TAKIYUTSU, British str., 6,525, H. L. Al-
len, 15th March—Liverpool 4th Feb.,
General—Butterfield & Swire.

TIJAH, Dutch str., 2,470, W. H. Lap, 14th
March—Kobe and Miike 10th March—
General—Java-China-Japan Lijn.

TIJANAN, Dutch str., 3,915, Vebertan, 16th
March—Batavia 6th March, Sugar
and General—Java-China-Japan
Lijn.

TJITJON, Dutch str., 3,666, P. Zwart, 16th
March—Muntok 8th March, General—
Java-China-Japan Lijn.

TONGSUNG, British str., 1,173, L. Hussey,
12th March—Wuhu and Chinkiang
4th March, Rice—Jardine, Matheson
& Co.

YUSUN, Chinese str., 1,079, C. Wether-
land, 14th March—Tientsin 8th
March, General—Chinese.

LATEST STEAMER MOVEMENTS.

The Arnhold, Karberg & Co. str.
Hurness Prince is expected here on
Friday.

The cargo of Silk shipped on board the
M.M. str. *Sydney*, which left this port on
the 13th ult., was delivered in Lyons on
the 18th inst.

The str. *Glentochy* left Shanghai on
Monday, the 18th inst., and is due here
on or about Thursday, 21st inst.

PASSENGERS.

Per *Taiaba Maru*, from Seattle, etc.,
for Hongkong, Mr. H. Murayama, Mr.
H. J. Hodges, Mr. J. May, Mr. S. Kias-
son, Mr. R. B. Belbin and Mr. H. Hatanu.
Per *Yuenyang*, from Manila, Messrs.
J. O. Wickel, E. R. Hand, G. E. Spalding,
J. Lohmann, C. Mungatier, S. S. Barber,
C. Dhuin, H. R. Pilling, W. Richards,
M. King, Mr. and Mrs. Brandt, Miss
Brandt and children, Mrs. M. Morino,
Mr. and Mrs. R. P. Pound and 2 children,
Mrs. E. A. Onderdunk, Mrs. G. Hock,
and Mrs. C. Rossick.

Per *Yorck*, for Hongkong, from Kobe,
Mr. Tiberbrook, from Tientsin, Miss Nan-
mann and Mr. Preiss, from Shanghai, Mr.
H. Biehl, Mrs. W. Pipervin, Mrs. Abra-
ham, Mrs. Heard, Mr. Paul Zura, Mr.
Adolf Meyer, Mr. N. Holger, Capt. A.
Kent, Mr. G. Geffers, Mr. Heilmann, Mr.
C. Hoppenberg, Mr. and Mrs. Gerard,
Lieut. and Mrs. G. C. Pegram, Mr. Fabig,
Mr. J. R. Jacob, Mrs. E. A. Roberts and
Mr. B. J. Savard Remedios, from Yoko-
hama, Mr. T. N. Amecuridin, Mr. J. Faras
and child and Mr. and Mrs. Yamada and
party.

PASSED THE CANAL.

February 27th. *Atoll*, Benavon,
Luzon, Macap, Namar, March
1st—Antioch, Gaidich, Herano Maru,
Ninghaun, Polynesian, Sechen, Sepovia,
Deike Rickmers, 15th—Pittsburg, Hima-
laya, Hinch Maru, Kowang Si, Nyanza,
Baron Inverdale, 8th—Azar Argonia.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at
Antung-Hsien Liao-Yang Ryejan
(Port Arthur)
Bombay London San Francisco
Changchun Lyons Shanghai
Dairen (Dalny) Nagasaki Tientsin
Fungien (Mukden) Nanking Tientsin
Hankow New York Tokyo
Honolulu Osaka
Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to
be obtained on application.

TAKEO TAKAMICHI,
Manager,
Hongkong, 25th September, 1911. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
\$15,000,000 at 2 1/2%—\$15,000,000
SILVER \$16,750,000
\$31,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

E. SHERRILL, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq. G. H. Medhurst, Esq.
G. F. Frieland, Esq. W. L. Patterson, Esq.
C. S. Gabbay, Esq. Hon. Mr. O. H. Ross
G. R. Lauran, Esq. H. A. Siebe, Esq.
F. Lieb, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of Two per
cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2% per annum.
For 6 months, 3% per annum.
For 12 months, 4% per annum.

CHIEF MANAGER:
Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £120,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROP'ORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNTS
at the rate of 2 per cent. per annum on the daily
balance.

ON FIXED DEPOSITS for 12 months 4 per cent
for 6 months 3 1/2%
for 3 months 3%
W. M. DICKSON,
Manager,
Hongkong, 2nd May, 1911. [133]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP..... Gold \$3,250,000
RESERVE FUND..... Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

The Corporation transacts every description
of Banking and Exchange Business, receives
money on Current Accounts at the rate of 2
per cent. per annum on the daily balance and
accepts Fixed Deposits at the following rates:
For 6 months 3 1/2% per annum.
For 12 months 4% per annum.
For 3 months 3% per annum.

GEORGE HOGG,
Manager,
No. 9, Queen's Road, Central
Hongkong, 21st February, 1911. [225]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

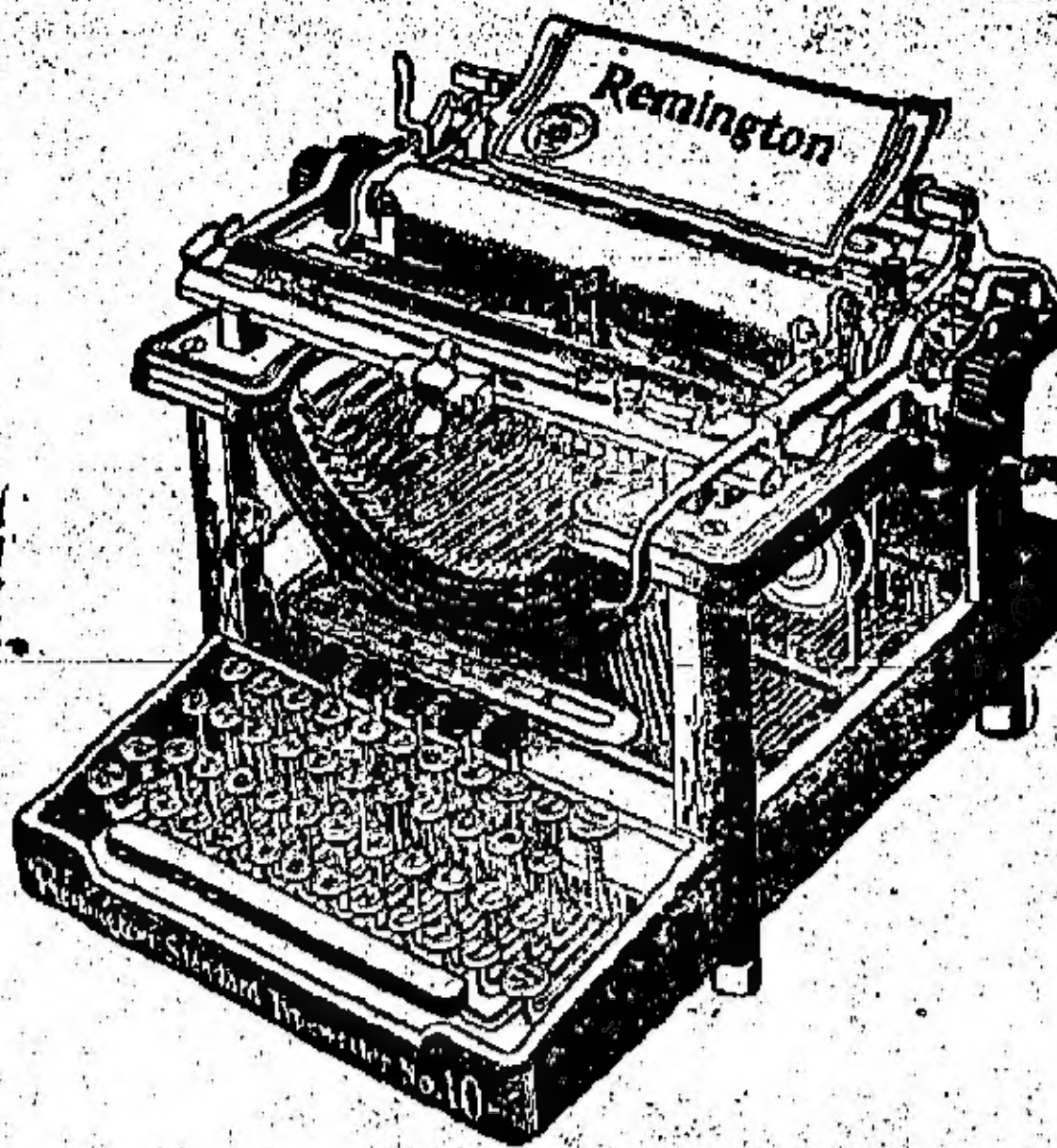
Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy Swatow Tainan
Anping Keelung Tamsui
Canton Nagasaki Tokyo
Pootow Osaka Yokohama

INTIMATION

TO-DAY



The Remington Typewriter Factory
is working all day and all night, and is
already proving inadequate to supply
the rapidly increasing demand for
the Visible Remington Models, and
contracts have just been let for
another and even vaster addition
to the works.

For 10 months of 1911 our business
has been larger than for the whole
12 months of any year since the
beginning.

More than
**THREE-QUARTERS OF
A MILLION**

Remington Typewriters are in use—more than any other make, and more than many
others combined.
To-day, as always, the bulk of the Typewriting of the World is done on
REMINGTONS.

REMINGTON TYPEWRITER CO.
(INCORPORATED).

SIEMSEN & Co., (MACHINERY DEPT.),
HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

BANK

HONGKONG SAVINGS BANK.

THE Business of the above Bank
conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
INTEREST on deposits is allowed at 3 1/2%
per annum.

Depositors may transfer at their option
balance \$100 or more to the Hongkong and
Shanghai Bank to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai
BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, 24th January, 1911

NEDERLANDSCH-INDISCHE
HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 12,401,050 (£1,033,421)
Reserve Fund Fl. 3,252,157,01 (£271,015)

HEAD OFFICE: AMSTERDAM.
HEAD AGENTS: BATAVIA.

LONDON BANKERS:
THE WILLIAMS & WATSON BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
on Current Accounts at the rate of 2 per cent.
per annum on the daily balance and accepts Fixed
Deposits at the following rates—

12 months 4% per annum.
6 months 3 1/2% do.
3 months 3% do.

C. WOLDRING, Manager,
No. 8, Des Vaux Road, Central,
Hongkong, 15th August, 1909. [22]

THE MERCHANTS BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
PAID UP £1,250,000
RESERVE FUND £1,250,000
HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong,
Kobe, London, Lyons, Shanghai,
Singapore, Suez, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange
business transacted. Stocks, and Shares
bought and sold on account of Customers and
Letters of Credit granted on Agents and
Correspondents all over the world.

INTEREST ALLOWED ON CURRENT ACCOUNTS
at 2 per cent. per annum on the daily balance and
Fixed Deposits at the following rates—

For 3 months 2 1/2% per annum.
For 6 months 3% per annum.
For 12 months 4% per annum.

F. C. MACDONALD,
Acting Manager,
Hongkong, 14th July, 1911. [933]

ON SALE

AT THE
HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG

OR

WEST RIVER.

WEATHER REPORT.

On the 19th at 12.00 p.m.—The northern
depression now lies over Hokkaido. A second
depression appears to be forming to the N. of the
Gulf of Peichil.
Pressure has given way over China.
The wind is expected to moderate along the
coast, and over the N. China Sea.
Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon
to-day is as follows—
DISTRICT FORECAST
Hongkong & Neighbourhood
Formosa Channel Same as No. 1.
South coast of China between
Hongkong and Lamook. Same as No. 1.
South coast of China between
Hongkong and Hainan. Same as No. 1.
E. winds, moderate; cloudy, warmer.

CHINA COAST METEOROLOGICAL
REGISTER.

19th MARCH, A. M.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

V. I. O. S. N. Co.'s Steamer
"DEVANHA",
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Godowns at Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Malaja"
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 20th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignees
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BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA. FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

RYGJA ... 25th March. HERCULES 22nd March.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
displacement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Fare Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780, King's Building, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

Proposed Sailings.
S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912.
S.S. "DUNERIO" ... 3,000 tons ... to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th March.
FROM COLOMBO: S.S. "TYMERIO" 16th April.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE. REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE. THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSEA	9,000	TUESDAY	26th March, at 1 P.M.
KOREA	18,000	TUESDAY	2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY	16th April, at 1 P.M.
CHINA	10,200	TUESDAY	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY	30th April, at 1 P.M.
NILP	11,000	TUESDAY	14th May, at 1 P.M.
MONGOLIA	27,000	MONDAY	20th May, at 1 P.M.
KOREA	18,000	TUESDAY	18th June, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 20TH MARCH, 1912.

8 a.m. "KINSHAN." 8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN." 5 p.m. "HONAM."

THURSDAY, 21st MARCH, 1912.

8 a.m. "HONAM." 8 a.m. "KINSHAN."
10 p.m. "KINSHAN." 5 p.m. "HEUNGSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 24TH MARCH.

The Company's Steamship

"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HAI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUHOW LINE.

The s.s. "SAINAM" and "NANNING" will run as usual.
S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 5.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [43]



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. "TENYO MARU" ... 21,000 tons.
S.S. "CHIYO MARU" ... 21,000 tons.
S.S. "SHINYO MARU" ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.E.K. Lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

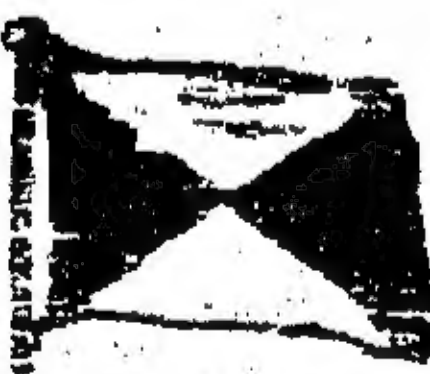
Through Standard Sleepers.
Through Tourists Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LAGY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG



PHILIPPINES S.S. CO.

SHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Mangarin, Hilo and Cebu	On 21st Mar., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 1st Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong 20th March, 1912. PHILIPPINES S.S. Co. [113]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		Sat., 6th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.
AGENTS.

561

JAVA-CHINA-JAPAN LIJN

REGULAR, FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAVA	—	JAPAN	Second half of March.
TJIBODAS	JAVA	Second half of March.	SHANGHAI	Second half of March.
TJILIWONG	JAVA	Second half of March.	JAPAN	Second half of March.
TJIPANAS	JAVA	—	JAVA	First half of April.
TJILATJAP	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIMAH	JAVA	Second half of April.	JAVA	Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 19th March, 1912.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th April.
KOBE and MOI ... " ...
For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. RANDEMAN	17,000	Wednesday, 20th Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW" Capt. J. BORTFELDT	20,300	About 21st March.
MANILA, ANGORA, YAP, MARON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	9 A.M. 23rd March.

KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER	6,000	About 2nd April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEWELL	5,000	10 A.M. 22nd March.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th March, 1912.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VOGES ROAD, HONGKONG.
SHANGHAI: 23, POOCHOW ROAD. YOKOHAMA: 32, WATSE STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
7501 CHINESE OFFICE:—LUDGATE CIRCUS LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.	Nightingale, river gunboat, 85 tons, 2 1/2 i.h.p., Lt.-Comdr. Malcolm Murray R.N., Yang- tze.
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.	Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Hongkong.
Atlas, auxiliary tug, 615 tons, 1,400 i.h.p., Hongkong.	Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Yangtze.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Kinkiang.	Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hankow.	Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Hong- kong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Captain H. Lynes, Hankow.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. S. Tyndall, West River.
Cambrian, 2nd class cruiser, 4,350 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hong- kong.	Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Canton.	Sunip, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Marston, West River.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, en route to Hongkong.	Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Comdr. Brickendon, Hongkong.
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain C. P. Corbett, M.V.O., Shanghai.	Tamar, receiving ship, 4,650 tons, 6 guns Commodore Byres, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. R. E. Rosoman, West River.	Teal, river gunboat, 180 tons, 2 guns, 80 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chung- king.
Jauns, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Hong- kong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Hall, Canton.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Ching- wangtao.	Uak, P.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.- Comdr. B. W. Blissett, Shanghai.
Kinsba, river gunboat, 516 tons, i.h.p. 1,200 Lt.-Comdr. H. Marryatt, Hankow.	Virago, torpedo boat destroyer, 39 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair- Hall, Swatow.
Mellin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. E. C. C. Passo, Hongkong.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, Hongkong.
Minotaur, armoured cruiser (flagship) Vice- Admiral Sir A. L. Wintle, K.C.B. Capt. G. C. Cayley, Hongkong.	Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.- Comdr. E. T. B. Chambers, Shanghai.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.	Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.
Moorehen, river gunboat, 180 tons, 2 guns i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.	Widgeon, gunboat, 195 tons, 2 guns, 300 h.p., Comdr. M. H. Wilding, Kinkiang.
Newcastle, 2nd class cruiser, 4,800 tons, turbines, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Hongkong.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. M. B. R. Blackwood, Yang- tze.
	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.

Submarines:—
No. 36, Godfrey Herbert, Lieut.-Comdr.
No. 37, A. A. L. Fenner, Lieut.-Comdr.
No. 38, J. R. A. Collins, Lieut.-Comdr.
T.B. 035, Lt.-Com. Woodward, West River.
T.B. 036, Lt.-Com. Davies, West River.
T.B. 037, Lt.-Com. Nicol, West River.
T.B. 038, Lt.-Com. Seymour, West River.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.A.	About 28th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. W. R. Hickey	Noon, 30th Mar.	See Special of Call.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 19th March, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"NEWCHWANG"	On 20th Mar., 4 P.M.
SHANGHAI	"CHENAN"	On 21st Mar., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 23rd Mar., 10 A.M.
SHANGHAI	"LINAN"	On 23rd Mar., 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 26th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 28th Mar., 4 P.M.
SHANGHAI	"ANHUI"	On 30th Mar., 10 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 20th March, 1912.

AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG, and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports. Also Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. C. FERD. LAEISZ...	2nd April.
S.S. SITHONIA	10th April.
S.S. SCANDIA	26th April.
S.S. BAYERN	3rd May.

For HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA...	24th March.
For MARSEILLES, ROTTERDAM & HAMBURG:	S.S. PRUSSEN	24th March.
For HAVRE & HAMBURG:	S.S. BELGRAVIA	7th April.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	27th April.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AHLERS	5th May.
For HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	10th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	31st May.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,

via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 5 P.M. TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 4th April, 1912, at 5 A.M. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

S.S. "AUSTRIA" 14,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 2nd April. ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 13th March, 1912.

Princes' Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. S. Roach	THURSDAY, 21st Mar., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	SUNDAY, 24th Mar., at 10 A.M.
"HAIYANG"	Capt. W. C. Passmore	THURSDAY, 28th Mar., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... FRIDAY, 22nd Mar., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 20th March, 1912.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Dent	TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 21st March, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 20th Mar., at 10 A.M.
DALNY (DIRECT)	"YERIMO MARU"	SAT., 23rd Mar., 10 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU"	SAT., 23rd Mar., 10 A.M.
TAMSIU via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 24th Mar., at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WED'DAY 27th Mar., at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

ON WEDNESDAY, the 27th MAR., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
DEVANHA	8000	March 30	Through Steamer	
DELTA	8000	April 13	MOLDAVIA	11000
ASSAYE	7500	April 27	MALJOJA	12500
ORIENTAL	8284	May 11	MONGOLIA	10000
DEVANHA	8000	May 25	MALWA	11000
DELTA	8000	June 8	CHINA	8000
ARCADIA	7000	June 22	MACEDONIA	10500
			MOREA	11000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.
1st SALOON £71.10 SINGLE, £105.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
STRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDING

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 27th Mar., at Night
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 10th Apr., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 26th Mar., at Noon
	SANUKI MARU Capt. S. Ishikawa	7,000	TUESDAY, 9th April, at Noon
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Koo	7,000	SATURDAY, 23rd Mar., from Kobe
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon
	YAWATA MARU Capt. T. Sekino	6,000	FRIDAY, 10th May, at Noon
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. J. Toranaka	5,000	MONDAY, 1st April
KOBE and YOKOHAMA	HIACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 28th Mar., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. T. Sekino	5,000	WED'DAY, 10th Apr., at Noon
SHANGHAI & KOBE	JINSEN MARU Capt. M. Machida	4,000	MONDAY, 25th Mar., at Noon
SHANGHAI & KOBE	TOSA MARU Capt. Sato	6,000	WED'DAY, 27th March

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR PORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—
"KIRIN MARU," 4,000 tons, Capt. Deguchi, On 28th March.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th
KAGA	7,000	M. Hagino	Apr. 10th
ATSUBA	7,000	Wm. Thompson	Apr. 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TAMBA MARU	7,000	S. Wada	Mar. 26th
SANUKI	7,000	T. Ishikawa	Apr. 9th
AWA	7,000	S. Tomimaga	Apr. 23rd
INABA	7,000		May 7th

For further information, apply to—

T. KUSUMOTO, MANAGER.

12-15-41

A SILLY QUESTION:

"Do you use a typewriter?"
Of course!

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reduces your calculating work to a quarter of the time it takes you at present.
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GENERAL AGENT FOR HONGKONG AND CHINA:

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HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 15th March, 1912.

BISCUITS and COCOA.

P. W. GAEDKE, Hamburg.

GAEDKE'S Biscuits keep for a long time in any climate.

GAEDKE'S Biscuits are first class in quality.

GAEDKE'S Biscuits are cheap!

FOR QUOTATIONS AND SAMPLES APPLY TO THE GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 15th March, 1912.

COMMERCIAL.

CLOSING QUOTATIONS.

March 19th.
ON LONDON.—
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Bank Bills, at 30 days' sight 1/11 1/2
Bank Bills, at 4 months' sight 1/11 1/2
Credits, at 4 months' sight 1/11 1/2
Documentary Bills 4 months' sight 1/11 1/2

ON PARIS.—
Bank Bills, on demand 245
Credits, at 4 months' sight 247 1/2

ON GENEVA.—
On demand 197 1/2

ON NEW YORK.—
Bank Bills, on demand 46 1/2
Credits, at 60 days' sight 47 1/2

ON BOMBAY.—
Telegraphic Transfer 143
Bank, on demand 143 1/2

ON CALCUTTA.—
Telegraphic Transfer 143
Bank, on demand 143 1/2

ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 72 1/2

ON YOKOHAMA.—On demand 53 1/2

ON MANILA.—On demand—Pesos—82 1/2

ON SINGAPORE.—On demand 115 1/2

ON BATAVIA.—On demand 115 1/2

ON HAIIPHONG.—On demand 3 1/2

ON SAIGON.—On demand 3 1/2

ON HONGKONG.—On demand 80 1/2

SOVEREIGNS, Bank's Buying Rate \$10.35

GOLD LEAF, 100 fine, per tael \$54.30

SILVER, per oz. 26 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces \$7.55 discount.
Chinese 10 " \$7.70 " "
Hongkong 10 " \$7.42 " "
Hongkong 10 " \$7.50 " "

MAILS VIA SIBERIA.

London Due Shanghai
February 28th. March 15th.
March 2nd. March 19th.

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



A LUXURY TO
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OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS. HONGKONG, MARCH 19th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850, sales
China Borneo Company, Limited	60,000	\$12	all	1/10, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.20, buyers
China Provident Loan and Mortgage Co., Ltd.	50,000	\$1	all	\$7 1/2, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$57	all	\$43
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$7
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, sal. & buy.
Hongkong Electric Co., Limited	60,000	\$10	all	\$10 1/2
Hongkong Hotel Company, Limited	12,000	\$50	all	\$57, buyers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$43
Hongkong Ice Company, Limited	50,000	\$25	all	\$195
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$194
China Fire Insurance Co., Limited	20,000	\$100	all	\$124, buyers
China Traders Insurance Co., Limited	24,000	\$35.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$25	all	\$332, x div.
North-China Insurance Co., Limited	10,000	\$25	all	Tls. 150
Union Insurance Society, Limited	12,400	\$250	all	\$50
Yangtze Insurance Association, Limited	12,000	\$100	all	\$210, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$53, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 74 1/2
Mining.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33 1/2
Trench Mines, Limited	160,000	\$1	all	72/6, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	5 1/2
Rao Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$4, buyers
Peak Tramways Co., Limited	50,000	\$10	all	\$12, buyers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108
Laxon Sugar Refining Co., Limited	7,000	\$100	all	\$32
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$112
Douglas Steamship Co., Limited	20,000	\$10	all	\$21, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$10	all	\$25 1/2
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$63 1/2, L'don
Shell Transport & Trading Co., Limited	25,000	\$10	all	\$5 1/2, x rights
Star Ferry Company, Limited	10,000	\$10	all	\$27 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$6
STONES AND DISPERMANES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25, buyers
Wm. Powell, Limited	15,000	\$7	all	\$5, buyers
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$15, buyers
Wiesmann, Limited	3,000	\$10	all	\$2, buyers
Gande Price & Co., Ltd.	13,200	\$10	all	\$40, sales
Societe des Pulpes et Papeteries du Tonkin	15,000	\$10	all	\$10
Hongkong Steel Foundry Co., Ltd.	9,900	ordy.	all	\$10
United Asbestos Oriental Agency, Limited	100	tders	all	\$10
Union Waterboat Co., Limited	50,000	\$10	all	\$7 1/2, buyers

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annuo	Par.

TO-DAY
5.15 P.M.—Twenty-Sixth Yearly General Meeting of Hongkong Club.
TO-NIGHT
9.15 P.M.—Hughes Comedy Co., at the Victoria Theatre—"In Society."

TO-MORROW
2.30 P.M.—Auction of Valuable Household Furniture at Sales Rooms, by Mr. Geo. P. Lamport.
9 P.M.—"The Gondoliers" by The Hongkong Amateur Dramatic Club, at the Theatre Royal.

FORTHCOMING EVENTS.
Friday, 22nd March—Twenty-First Half-Yearly Drawing of Sixty-Five Debentures of Hongkong Club, 11 A.M.
Monday, 25th March—Thirty-Fourth Ordinary Annual Meeting of China Sugar Refining Co., Ltd., Noon.
Monday, 25th March—Thirtieth Ordinary Annual Meeting of Laxon Sugar Refining Co., Ltd., 12.15 P.M.
Monday, 25th March—Auction of Crown Land at Kennedy Road, by Public Works Dept., 3 P.M.

QUOTATIONS.—February 29th

Malwa New	3.425 3.45	per picul.
Malwa Old	3.475 3.50	"
Malwa Older	3.525 3.550	"
Malwa V. Old	3.575 3.600	"
Perian fine quality	\$1.800	"
Perian extra fine	\$2.750	"
Patan New	\$3.900	per chest.
Patan Old	\$3.850	"
Banars New	\$3.900	"
Banars Old	\$3.800	"

NOTICE TO KOWLOON RESIDENTS

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D.O.L. Old Tom. } Best London Gins
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TOASTING BY ELECTRICITY.

Toast can be made by our Electric Toaster quicker, cleaner and cheaper than by any other method.

TOAST IN ONE MINUTE, after switching on for about 2 minutes to allow the Toaster to warm up toast can be made in about 1 minute, the toast is crisp—hot and brown, free from all black marks and without that unpleasant taste of fumes, inseparable from the use of coal or gas fires.

LOW COST—the current consumption for one meal is infinitesimal, used for one hour continually the consumption is only half a unit.

We carry large stocks of other Heating and Cooking specialties such as—Kettles, Saucepans, Hot Plates—Irons, Glue Pots—Soldering Irons—Shaving Pots, etc., etc. A visit to our showroom is requested.

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Sole Representative for Hongkong and South China.
Hugo C.A. Fromm, Hongkong.

POST OFFICE NOTICE

* The Parcel Post system to the following places in China is for the present suspended: Hapoh, Hunan and Tientsin.
The Luton, with the German Mail, left Singapore on Sunday, the 17th inst., at 8 a.m., and may be expected here to-morrow, at 2 p.m.
The Korea, with the American Mail, leaves Manila to-day, and is due to arrive here on Friday, the 22nd inst.

FOR	PER	DATE
Haiphong (Taking Mails for Pakhoi) ...	Hongkong ...	Wednesday, 20th, 9.00 A.M.
Hoishow and Haiphong ...	Michael Johnson ...	Wednesday, 20th, 9.00 A.M.
(Taking Mails for Pakhoi) ...		
Sydney, Amoy and Amoying ...	Bochu Maru ...	Wednesday, 20th, 9.00 A.M.
Hoishow and Bangkok ...	Landrat Schief ...	Wednesday, 20th, 10.00 A.M.
		Printed Matter and Samples ... 10.00 A.M.
		Registration ... 10.15 A.M.
		(Registration with late fee of 10 cents up to 11.00 A.M.)
		Registration ... 9.30 A.M.
		No late fee ... 11.00 A.M.
		Letters ... 11.00 A.M.
		Wednesday, 20th, 1.15 P.M.
		Wednesday, 20th, 2.00 P.M.
		Wednesday, 20th, 3.00 P.M.
		Wednesday, 20th, 3.00 P.M.
		Thursday, 21st, 9.00 A.M.
		Thursday, 21st, 10.00 A.M.
		Thursday, 21st, Noon.
		Thursday, 21st, 1.15 P.M.
		Thursday, 21st, 3.00 P.M.
		Thursday, 21st, 3.00 P.M.
		Thursday, 21st, 3.00 P.M.
		Thursday, 21st, 4.00 P.M.
		Friday, 22nd, 10.00 A.M.
		Friday, 22nd, 1.15 P.M.
		Friday, 22nd, 3.00 P.M.
		Friday, 22nd, 4.00 P.M.
		Registration ... 3.15 P.M.
		(Registration with late fee of 10 cents up to 4.00 P.M.)
		Registration ... Kowloon
		B.O. ... 5.00 P.M.
		No late fee ... 5.00 P.M.
		Letters ... 5.00 P.M.

SHANGHAI, MOJI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
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Hoishow and Haiphong ...
Dainy ...
Takao ...
Tientsin ...
Singapore, Penang and Calcutta ...
Manila, Cebu and Iloilo ...
Macao ...

SHANGHAI, MOJI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

SHANGHAI, MOJI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE